

**DIVISION COMMANDER'S STATUS REPORT TO  
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT  
COMMITTEE ON APPROPRIATIONS  
HOUSE OF REPRESENTATIVES  
ON FISCAL YEAR 2003 BUDGET**

**BRIGADIER GENERAL RONALD L. JOHNSON  
DIVISION ENGINEER  
PACIFIC OCEAN DIVISION**

**THE PACIFIC OCEAN DIVISION**

Headquartered in Honolulu, Hawaii, the Pacific Ocean Division has four district offices located in Honolulu, Hawaii; Anchorage, Alaska; Seoul, Korea; and Camp Zama, Japan. The Pacific Ocean Division's Civil Works area of responsibility spans the Pacific Ocean and encompasses the State of Alaska, the State of Hawaii, the Commonwealth of the Northern Mariana Islands, the Territory of American Samoa, and the Territory of Guam. Our Civil Works program is executed through our Alaska and Honolulu Districts. All four Districts have important military construction missions in Alaska, Hawaii, Japan, and the Republic of Korea and Support for Others responsibilities throughout the Pacific.

**OVERALL BUDGET REQUEST**

This status report will highlight the Pacific Ocean Division's Fiscal Year 2001 accomplishments, our Fiscal Year 2002 activities, and present our Fiscal Year 2003 budget request of \$38,718,000. Our Fiscal Year 2003 budget request includes \$2,719,000 for General Investigations, \$25,484,000 for Construction, General, and \$10,515,000 for Operation and Maintenance, General.

**GENERAL INVESTIGATIONS**

The Pacific Ocean Division's General Investigations budget request of \$2,719,000 will provide funding for 27 survey studies and preconstruction engineering and design for 8 projects. Highlights of our General Investigations program and budget request include the following.

**Environmental Restoration**

**Chandalar River Watershed, Alaska**

The Chandalar River is located approximately 150 miles north of Fairbanks, Alaska and flows approximately 113 miles from its headwaters in the Brooks Range to the Yukon River in the northern interior Alaska. In Fiscal Year 2001, we completed reconnaissance study efforts for the Chandalar River Watershed. The reconnaissance report was completed in November 2001. The report identifies that there is federal

interest in continuing with feasibility phase studies which would focus on providing critical water resources information to support environmental infrastructure planning and development and provided an organized approach to solving the watershed's ecosystem preservation and restoration problems. However, the local sponsor is financially unable to participate in the feasibility phase cost sharing at this time. No Fiscal Year 2003 funding is requested.

### **Chena River Watershed, Alaska**

The Chena River is a tributary of the Tanana River and originates in a mountainous area about 90 miles east of Fairbanks, Alaska. Discussions with potential local sponsors for the Chena River Watershed feasibility studies are still continuing in Fiscal Year 2002. Negotiations have been held with the Alaska Department of Fish and Game and the Alaska Department of Transportation and Public Facilities regarding feasibility studies to address the restoration of the arctic grayling habitat in Badger Slough. In anticipation of executing a feasibility cost sharing agreement this Fiscal Year, we are requesting \$50,000 for Fiscal Year 2003.

### **Harding Lake Watershed, Alaska**

Harding Lake is located approximately 45 miles south of Fairbanks, Alaska. With funds provided by Congress in Fiscal Year 2001, we initiated reconnaissance phase investigations to identify water resources problems and opportunities related to the lake's watershed and specific problems associated with lake level fluctuations. We are scheduled to conduct lake elevation surveys this summer and will be completing the reconnaissance report in late Fiscal Year 2002. However, our preliminary indications are that federal participation in feasibility phase investigations is not warranted at this time. No Fiscal Year 2003 funds are requested.

### **Ship Creek Watershed, Alaska**

Ship Creek begins in the Chugach Mountains east of Anchorage and flows through the City of Anchorage into Cook Inlet. Negotiations with the local sponsors, the Municipality of Anchorage and the Alaska Railroad Corporation, for the Ship Creek River Watershed feasibility studies are still ongoing in Fiscal Year 2002 and execution of the feasibility cost sharing agreement is dependent upon the Municipality of Anchorage securing funding. The feasibility phase studies will focus on stream hydrology and concerns for fish and wildlife impacts stemming from population growth and related development in Anchorage. In anticipation of executing the feasibility cost sharing agreement this Fiscal Year, we are requesting \$50,000 for Fiscal Year 2003.

### **Ala Wai Canal Environmental Restoration, Oahu, Hawaii**

The Ala Wai Canal is located in the Waikiki District of Honolulu on the island of Oahu. The two-mile long man-made canal is approximately a half-mile inland of the world famous Waikiki Beach. The feasibility study cost sharing agreement was executed in April 2001 and studies are ongoing in Fiscal Year 2002. The canal has become a collection point for silt and pollutants resulting in the degradation of water quality and the subsequent absence of native species that once inhabited the canal and its watershed. We are requesting Fiscal Year 2003 funds in the amount of \$135,000 to continue feasibility phase investigations to examine environmental restoration and flood damage protection opportunities for the Ala Wai Canal.

### **Kahuku Watershed Study, Oahu, Hawaii**

The Kahuku Watershed is located on the northeastern coast of the island of Oahu. With funds provided by Congress in Fiscal Year 2001, we initiated reconnaissance phase investigations for the Kahuku Watershed Study to determine Federal interest in environmental restoration and flood damage reduction measures in the area. In Fiscal Year 2002, we are scheduled to complete the reconnaissance study and will be negotiating the feasibility cost sharing agreement. Fiscal Year 2003 funds in the amount of \$100,000 are requested to continue with feasibility phase investigations.

### **Erosion Control**

#### **Kenai River Bluff Erosion, Alaska**

The Kenai River is located approximately 100 miles south of Anchorage, Alaska. Erosion of the bluff along the Kenai River is endangering both public and private facilities. As directed by Congress in Fiscal Year 2002, we will be initiating a special technical evaluation study of the bank stabilization needs along the Lower Kenai River. No funds are requested for Fiscal Year 2003.

#### **Matanuska River Erosion, Alaska**

The Matanuska River is 77 miles long and originates in the Chugach and Talkeetna Mountains and empties into the Knik Arm of Upper Cook Inlet, approximately 40 miles east of Anchorage, Alaska. With funds provided by Congress in Fiscal Year 2002, we will be initiating reconnaissance phase investigations this spring to evaluate potential solutions to the erosion problems along the Matanuska River. No funds for Fiscal Year 2003 are requested.

## **Flood Damage Reduction**

### **Aniak Flood Damage Reduction, Alaska**

Aniak is located along the Kuskokwim River in southwestern Alaska, approximately 300 miles west of Anchorage. The City of Aniak experiences severe floods every 4 years on average due to ice jams that form in the river each spring. A reconnaissance report was completed in August 1997. The City of Aniak has expressed interest in cost sharing feasibility phase studies. However, as reported previously, they do not have the financial resources and are seeking assistance from the State of Alaska. We are continuing to work with the local sponsor and the State of Alaska to identify potential funding sources. We are not requesting Fiscal Year 2003 funding.

### **Skagway River Flood Control, Alaska**

Skagway is located at the northernmost end of Taiya Inlet, approximately 90 miles northeast of Juneau, Alaska. Much of the old City of Skagway is located within the Klondike Gold Rush National Historic Park. An existing flood control project was completed by the Corps of Engineers in 1940 and consists of a 6,700 foot long dike on the east bank of the Skagway River and a rubble-mound containment structure 1,800 feet long across the tide flats. With funds provided by Congress in Fiscal Year 2002, we have initiated reconnaissance phase investigations that will evaluate Federal interest in modifications and improvements to the existing dike and containment structure to prevent flooding to the historic City of Skagway and the airport facilities. Fiscal Year 2003 funds in the amount of \$50,000 are requested to initiate feasibility phase studies.

### **Wailupe Stream Flood Control, Oahu, Hawaii**

The Wailupe Stream drainage basin is located along the southeast coast of the Island of Oahu. The largely unimproved stream's 100-year flood plain encompasses more than 800 residential and commercial structures in the Aina Haina residential community. As directed by Congress in Fiscal Year 2002, we are initiating preconstruction engineering and design activities that include negotiation and execution of a design cost sharing agreement. We are requesting \$50,000 in Fiscal Year 2003 for continuation of preconstruction engineering and design activities that will include preparation of a re-evaluation report and required environmental documentation.

## **Infrastructure**

### **Fire Island Causeway, Alaska**

Fire Island is located approximately 6 miles west of Anchorage, Alaska in Cook Inlet. With Fiscal Year 2001 funds appropriated by Congress and as directed, we initiated reconnaissance phase investigations to determine Federal interest and evaluate the need for a causeway to Fire Island. We are continuing our investigations with funds provided by Congress in Fiscal Year 2002 and are scheduled to complete our reconnaissance report in Fiscal Year 2003 from within available funds. No Fiscal Year 2003 funds are requested.

### **Hawaii Water Management Study, Hawaii**

The State of Hawaii has experienced a significant decline in its sugarcane industry. In 1920, sugarcane irrigation systems provided water for over 250,000 acres of sugarcane fields. The irrigated acreage has since declined to 50,000 acres in 1998 and the existing irrigation systems have deteriorated. With funds provided by Congress in Fiscal Year 1999, we worked with the State of Hawaii to develop a plan to rehabilitate the former sugarcane water and irrigation systems in an effort to support diversified agriculture. Based on the coordination with the State of Hawaii, we completed technical reports for Waiahole Ditch on the island of Oahu in October 1999 and Kau Ditch on the island of Hawaii in October 2000. These reports were provided to the State of Hawaii to assist with future development plans. With additional funds provided by Congress in Fiscal Year 2001, we are scheduled to complete a reconnaissance-level report in Fiscal Year 2002 to define the scope of the entire repair and rehabilitation program for the State of Hawaii sugarcane irrigation systems. No funding is requested for Fiscal Year 2003.

## **Navigation**

### **Akutan Harbor, Alaska**

Akutan is located approximately 780 miles southwest of Anchorage on Akutan Island. The proposed harbor will provide protected moorage and serve as a base of operations for a fleet of commercial fishing vessels. A feasibility cost sharing agreement was executed in Fiscal Year 1998. Feasibility phase investigations were conducted in Fiscal Year 2001 and are continuing in Fiscal Year 2002 to prepare an Environmental Impact Statement and address concerns regarding the recently listed threatened species, the Steller's Eider. We are requesting \$200,000 in Fiscal Year 2003 for preconstruction engineering and design.

### **Anchor Point Harbor, Alaska**

Anchor Point is located 250 miles southwest of Anchorage on the Kenai Peninsula. A reconnaissance study was completed in January 1995; however, the unincorporated City of Anchor Point was not legally able to enter into a feasibility cost sharing agreement. Subsequently, the Kenai Peninsula Borough has agreed to serve as the local sponsor for the study, while the City of Anchor Point pursues incorporation. With Fiscal Year 2001 funds provided by Congress, we re-initiated the reconnaissance phase activities. Fiscal Year 2002 funds are being used to complete an updated reconnaissance study and to initiate feasibility phase studies. Fiscal Year 2003 funds in the amount of \$50,000 are requested to continue with feasibility phase investigations.

### **Anchorage Harbor Deepening, Alaska**

Anchorage Harbor is the primary deepwater port for south central Alaska, which contains two-thirds of the State of Alaska's population. Nearly 80 percent of the goods for 90 percent of Alaska's population cross the docks at the Port of Anchorage. In Fiscal Year 1999, we completed the reconnaissance report which focused on deepening of the harbor to service deeper draft vessels. At that time, the Port of Anchorage was not ready to execute a feasibility cost sharing agreement until concerns regarding maintenance dredging responsibilities at the berthing areas were clarified. The existing authorized project includes Federal maintenance dredging of the berthing areas to the dock face. Current policies assign the cost and responsibility for maintenance dredging of the berthing areas to the local sponsor. While the Port of Anchorage has subsequently agreed to enter into negotiations for a feasibility cost sharing agreement, concerns over the maintenance dredging responsibilities are still an issue. In Fiscal Year 2001, feasibility cost sharing agreement negotiations were re-initiated. Fiscal Year 2002 funds are being used to continue feasibility phase negotiations and to initiate feasibility phase studies. Fiscal Year 2003 funds of \$50,000 are requested to continue with feasibility phase investigations.

### **Aniak Harbor, Alaska**

Aniak is located on the south bank of the Kuskowim River at the head of Aniak Slough, approximately 320 miles west of Anchorage, Alaska. Aniak is a service and transportation center for other communities on the Kuskowim River and a transfer point of the commercial fishing industry. With Fiscal Year 2002 funds provided by Congress, we are initiating reconnaissance phase investigations for the development of a harbor facility at Aniak. Fiscal Year 2003 funding of \$50,000 is requested to complete the reconnaissance phase and initiate feasibility phase studies.

### **Craig Harbor, Alaska**

Craig Harbor is located on Prince of Wales Island in Southeast Alaska, approximately 220 air miles south of Juneau, Alaska. With funds provided by Congress in Fiscal Year 2001, we initiated reconnaissance phase investigations to consider the benefits and costs for expansion and protection improvements to the existing harbor. We will complete the reconnaissance report this Fiscal Year. Preliminary indications are that there is no federal interest in modifications to the existing harbor. No Fiscal Year 2003 funds are requested.

### **DeLong Mountain Regional Port, Alaska**

DeLong Mountain Regional Port is located in northwestern Alaska, approximately 650 miles northwest of Anchorage. The reconnaissance study was completed in November 1999 and identified potential federal interest in developing a regional port facility to support mining and shipping activities. A cost sharing agreement was executed in January 2000 for feasibility phase investigations. Based on a refinement of the feasibility phase scope and costs, an amended cost sharing agreement was executed in August 2001 for feasibility studies that are currently ongoing in Fiscal Year 2002. Fiscal Year 2003 funds in the amount of \$150,000 are requested to continue feasibility phase studies.

### **Douglas Harbor Expansion, Alaska**

Douglas Harbor is located on the northeast side of Douglas Island, near Juneau, approximately 600 miles southeast of Anchorage. The existing harbor has moorage for 100 vessels and a long waiting list. In Fiscal Year 1998, as directed by Congress, we initiated reconnaissance phase investigations for the expansion of Douglas Harbor. The reconnaissance report was completed in December 1998 and the feasibility cost sharing agreement was negotiated and executed in September 1999. Feasibility phase investigations were initiated in Fiscal Year 2000. Based on the results of the feasibility investigations, we will be converting the Douglas Harbor project to a Section 107 Navigation project under the Continuing Authorities Program this Fiscal Year. No specifically authorized funding is requested for Fiscal Year 2003.

### **False Pass Harbor, Alaska**

False Pass is located on the east side of Unimak Island at the eastern end of the Aleutian Island chain about 700 miles southwest of Anchorage. The proposed harbor will provide year round protected moorage for commercial fishing in proximity to the salmon, pollock, herring, halibut, crab, and cod fisheries. The feasibility study was completed in October 2000, a Chief of Engineer's Report was signed in December 2000, and the design agreement was executed in March 2001. We are currently conducting preconstruction engineering and design activities for this project that was authorized in WRDA 2000. We are requesting \$25,000 to continue preconstruction engineering and design in Fiscal Year 2003.

### **Haines Harbor, Alaska**

Haines Harbor is located 90 miles northwest of Juneau. With General Investigation funds provided by Congress in Fiscal Year 2001, we are continuing with feasibility phase investigations that were initiated under Section 107, Navigation, of the Continuing Authorities Program. The feasibility study is scheduled for completion this Fiscal Year and is evaluating alternatives for enlarging the existing harbor or constructing another harbor to meet moorage demands. Fiscal Year 2003 funds in the amount of \$115,000 are requested to initiate preconstruction engineering and design.

### **Ketchikan Navigation Improvements, Alaska**

Ketchikan is located in southeastern Alaska, approximately 600 miles from Anchorage. With Fiscal Year 2001 funds provided by Congress, we initiated reconnaissance level investigations to determine Federal interest in navigation improvements to alleviate overcrowding and congestion at the existing Ketchikan navigation facilities. We are scheduled to complete the reconnaissance report this Fiscal Year and to initiate feasibility phase studies. Fiscal Year 2003 funds in the amount of \$50,000 are requested to continue with feasibility phase studies.

### **Kotzebue Harbor, Alaska**

The City of Kotzebue is located on the northwest coast of the Baldwin Peninsula, approximately 550 miles northwest of Anchorage. Kotzebue is the service and transportation hub for all villages in Alaska's northwest region. With funds provided by Congress in Fiscal Year 2001, we initiated reconnaissance phase studies to determine Federal interest in navigation improvements for Kotzebue Harbor. In Fiscal Year 2002 will be completing the reconnaissance report and are scheduled to negotiate the feasibility phase cost sharing agreement. We are requesting Fiscal Year 2003 funds of \$50,000 to continue with feasibility phase investigations.

### **Little Diomed Harbor, Alaska**

Located 135 miles northwest of Nome, the City of Diomed lies on the west coast of Little Diomed Island. There is no protected harbor and regular freight barges have ceased delivering cargo because of the high risk of barge damage and weather delays. We initiated reconnaissance phase investigations in Fiscal Year 2001, with funds provided by Congress, to determine Federal interest in a protected harbor facility. We are scheduled to complete the reconnaissance report this Fiscal Year. Funds in the amount of \$115,000 are requested for Fiscal Year 2003 for feasibility studies.



### **Mekoryuk Harbor, Alaska**

Mekoryuk is located at the mouth of Shoal Bay on the north shore of Nunivak Island in the Bering Sea. The island lies 30 miles off the coast and is approximately 550 miles west of Anchorage. With Fiscal Year 2001 funds provided by Congress, we initiated reconnaissance phase studies to consider the benefits and costs for the development of a regional port at Mekoryuk. Fiscal Year 2002 funds are being used to complete the reconnaissance report and to negotiate the feasibility cost sharing agreement. We are requesting \$50,000 for Fiscal Year 2003 for feasibility phase investigations.

### **Perryville Harbor, Alaska**

Perryville is located on the south coast of the Alaska Peninsula, approximately 800 miles southwest of Anchorage. Perryville currently does not have any harbor facilities. We are currently updating the original reconnaissance report that was completed in 1998. Our preliminary indications are that there are insufficient economic benefits to support federal interest in continued studies. No Fiscal Year 2003 funds are requested.

### **Port Lions Harbor Expansion, Alaska**

Port Lions Harbor is located on the north coast of Kodiak Island, approximately 250 miles southwest of Anchorage. The Corps of Engineers constructed a breakwater and entrance channel in 1981 to provide safe anchorage for the local fishing fleet. However, additional protective structures are required to provide wave protection for full utilization of the existing moorage area and to reduce damages to vessels and the mooring system. We executed a feasibility cost sharing agreement with the local sponsor in January 2001. We are requesting \$50,000 in Fiscal Year 2003 to continue with feasibility phase investigations.

### **Quinhagak Navigation Improvements, Alaska**

Quinhagak is located 470 miles west of Anchorage. Reconnaissance phase investigations were conducted in Fiscal Year 2001 for navigation improvements to reduce damage to fishing vessels, improve access to the fishing grounds, and improve efficiency for the delivery of general barge cargo. Results of the reconnaissance studies indicate that there is no federal interest. No Fiscal Year 2003 funding is requested.

### **Saint George Navigation Improvements, Alaska**

St. George Harbor is located on the northeast shore of St. George Island, the second largest of the Pribilof Islands. The island lies in the middle of the Bering Sea, approximately 800 miles southwest of Anchorage. With Fiscal Year 2001 funds provided by Congress, we initiated reconnaissance phase studies. The existing harbor is subjected to waves that make ingress and egress into the harbor almost impossible during moderate wave conditions. The reconnaissance studies are evaluating different harbor configurations and alternate harbor locations. We are scheduled to complete the reconnaissance study this Fiscal Year. Fiscal Year 2003 funds in the amount of \$75,000 are requested for feasibility phase studies.

### **Sand Point Harbor, Alaska**

Sand Point Harbor is located on the northwest portion of Popof Island, 570 miles southwest of Anchorage. Additional protected harbor berthing spaces are required to service larger vessels, ranging in length from 80 to 150 feet. The Chief of Engineers Report was completed in October 1998. Preconstruction engineering and design activities were initiated in July 1998 and are continuing in Fiscal Year 2002. The project was authorized for construction in the Water Resources Development Act of 1999 and we are awaiting construction new start approval. Fiscal Year 2003 funds in the amount of \$50,000 are requested to continue preconstruction engineering and design activities including additional environmental studies on the Steller's Eider which is a recently listed threatened species under the Endangered Species Act.

### **Sitka Harbor, Alaska**

Sitka is located on the west coast of Baranof Island fronting the Pacific Ocean on Sitka Sound, approximately 95 air miles southwest of Juneau, Alaska. Reconnaissance phase investigations to improve wave protection at the existing harbor facilities were initiated with Fiscal Year 2001 funds provided by Congress. The reconnaissance report was completed in November 2001. Fiscal Year 2003 funds in the amount of \$50,000 are requested for feasibility studies.

### **Skagway Harbor, Alaska**

Skagway is located approximately 500 miles southeast of Anchorage. We completed the reconnaissance report in August 2000 for navigation improvements to alleviate overcrowding at Skagway Harbor. Negotiations for the scope of the feasibility phase studies were conducted in Fiscal Year 2001 and are continuing in Fiscal Year 2002. The local sponsors have expressed concerns regarding the cost of the feasibility studies, currently estimated at \$800,000. We are scheduled to initiate feasibility studies this Fiscal Year, pending availability of local sponsor funding and execution of the feasibility cost sharing agreement. Fiscal Year 2003 funding of \$45,000 is requested for feasibility phase studies.

### **Unalakleet Harbor, Alaska**

Unalakleet is located approximately 400 miles northwest of Anchorage. Reconnaissance phase investigations were completed in August 2000 for navigation improvements to reduce delays and damages to the fishing fleet. Negotiations for the scope of the feasibility phase studies were conducted in Fiscal Year 2001 and are continuing in Fiscal Year 2002. The local sponsor has secured its funding and we are scheduled to initiate feasibility studies this Fiscal Year. Fiscal Year 2003 funds of \$50,000 are requested for continuation of feasibility phase studies.

### **Unalaska Harbor, Alaska**

The City of Unalaska is located on Unalaska Island in the Aleutian Chain, approximately 800 miles southwest of Anchorage. The existing facilities at Unalaska do not meet current moorage demands. A feasibility cost sharing agreement was executed in June 1999 and feasibility phase investigations are continuing in Fiscal Year 2002. The project was included in the Water Resources Development Act of 2000 as a contingent authorization, pending completion of a Chief of Engineers Report by December 31, 2001. However in August 2001, based on public and agency review of our Environmental Assessment, it was determined that we would be unable to meet the contingent authorization date because of the necessity to prepare an Environmental Impact Statement instead of an Environmental Assessment. Fiscal Year 2003 funds of \$144,000 are requested to continue with feasibility studies.

### **Valdez Harbor Expansion, Alaska**

Valdez is located on the north shore of Port Valdez, a deep-water fjord in Prince William Sound, approximately 115 miles east of Anchorage. The demand for moorage space in the harbor far exceeds the existing capacity of 510 vessels. In January 1999, we completed a reconnaissance report to provide additional mooring spaces and relieve congestion at Valdez Harbor. The feasibility cost sharing agreement was executed in June 1999 and feasibility study activities are scheduled for completion in Fiscal Year 2002. We are requesting \$150,000 in Fiscal Year 2003 for preconstruction engineering and design.

### **Whittier Breakwater, Alaska**

Whittier is located on the northeast shore of the Kenai Peninsula at the head of Passage Canal, approximately 60 miles east of Anchorage. With Fiscal Year 2001 funds provided by Congress, we initiated reconnaissance phase studies to determine Federal interests in improving harbor facilities. The reconnaissance report was completed in August 2001 and negotiations for the initiation of phase studies are being conducted in Fiscal Year 2002. Fiscal Year 2003 funds in the amount of \$50,000 are requested for the feasibility study.

### **Barbers Point Harbor Modification, Oahu, Hawaii**

The Barbers Point Deep Draft Harbor is located on the island of Oahu. Feasibility phase studies to evaluate alternative channel and basin modifications to accommodate increasing shipping demand at the harbor were conducted in Fiscal Year

2001 and are scheduled for completion in Fiscal Year 2002. The project was authorized in the Water Resources Development Act of 2000 contingent upon completion of a Chief of Engineer's report by December 31, 2000. However, we were unable to complete a Chief of Engineer's report by the contingent authorization date because of the numerous comments that were received during public review of the draft environmental impact statement. Additional hydraulic model studies of the harbor alternatives were conducted in Fiscal Year 2001. In late January 2002, the U.S. Fish and Wildlife Service raised major environmental concerns regarding compensatory mitigation for unavoidable coral reef impacts. The project sponsor views this as a programmatic issue that will impact the economic feasibility of the Barbers Point Harbor project as well as future navigation projects throughout the State of Hawaii. On February 11, 2002, the State of Hawaii requested that we temporarily suspend our study efforts. We are requesting \$50,000 in Fiscal Year 2003 for preconstruction engineering and design activities, pending resolution of this environmental issue.

### **Honolulu Harbor Modifications, Oahu**

Honolulu Harbor is the State of Hawaii's primary deep draft port. Approximately 78 percent of all goods imported into the State are shipped into Honolulu Harbor. The State of Hawaii was interested in modifying the existing harbor basin and channels to accommodate increasing shipping demand and larger sized ships. The feasibility cost sharing agreement was executed in April 1999. Feasibility phase investigations have indicated that modifications cannot be economically justified at this time. At the request of the local sponsor, further feasibility studies will be terminated. No Fiscal Year 2003 funds are requested.

### **Kahului Deep Draft Harbor Modification, Maui, Hawaii**

Kahului Deep Draft Harbor is the island of Maui's primary commercial harbor. With Fiscal Year 1999 funding provided by Congress, we completed reconnaissance phase studies in July 1999 for harbor modifications to relieve congestion and reduce surge. In Fiscal Year 2001, at the request of the State of Hawaii, execution of the feasibility study cost sharing agreement was deferred pending completion of the State of Hawaii's Kahului Harbor 2025 Master Plan. The study was placed in the inactive category in Fiscal Year 2001. No Fiscal Year 2003 funds are requested.

### **Kawaihae Deep Draft Harbor Modifications, Hawaii, Hawaii**

Kawaihae Harbor is located on the northwest coast of the island of Hawaii, approximately 85 miles northwest of Hilo. With Fiscal Year 2000 funds provided by Congress, we initiated reconnaissance phase studies to determine federal interest in reducing surge problems within the existing harbor. The reconnaissance report was completed in May 2001. Fiscal Year 2002 funds are being used to negotiate the feasibility cost sharing agreement and initiate feasibility level studies. Fiscal Year 2003 funds in the amount of \$142,000 are requested to continue with feasibility phase activities.

### **Navigation Improvements, CNMI Rota and Tinian Harbors**

The Commonwealth of the Northern Mariana Islands is located in the western Pacific approximately 3,700 miles west-southwest of Hawaii. The three major islands are Saipan, Rota, and Tinian. Successive typhoons and tropical storms have contributed significantly to the deterioration of harbors at Rota and Tinian. In Fiscal Year 2001, we initiated reconnaissance phase investigations for these harbors. We completed the reconnaissance studies in October 2001 and are negotiating the feasibility study cost sharing agreements for each harbors. We are requesting Fiscal Year 2003 feasibility phase funds in the amount of \$25,000 for Rota Harbor and \$50,000 for Tinian Harbor.

### **Nawiliwili Harbor Modifications, Kauai, HI**

Nawiliwili Harbor is located in Nawiliwili Bay on the southeast coast of the island of Kauai, Hawaii, approximately 100 miles northwest of the island of Oahu, Hawaii. With funds provided by Congress in Fiscal Year 2002, we initiated reconnaissance phase investigations to address navigational concerns regarding harbor surge, the depth and size of the existing turning basin, and the entrance channel configuration. Fiscal Year 2003 funds in the amount of \$50,000 are requested for feasibility phase studies.

### **Tutuila Harbor, Tutuila, American Samoa**

Tutuila Island is located in the Territory of American Samoa, approximately 2,600 miles southwest of Honolulu, Hawaii. With Fiscal Year 1999 funding provided by Congress, we completed reconnaissance phase studies in July 1999 which examined the needs and opportunities for a second commercial harbor site in the western district of Tutuila as well as potential improvements at the existing Pago Pago Bay commercial port. The reconnaissance phase investigations indicated that there was no federal interest in developing a second harbor in the western district. However, potential federal interest in a second commercial facility within Pago Pago Bay was identified. A

feasibility cost sharing agreement for the Tutuila Harbor study within Pago Pago Bay was executed in December 2000. Feasibility phase investigations are ongoing in Fiscal Year 2002 and \$100,000 for Fiscal Year 2003 is requested to continue with feasibility phase activities.

## **Shoreline Protection**

### **Barrow Coastal Storm Damage Reduction, Alaska**

The City of Barrow is located 725 miles north of Anchorage, Alaska. In recent years, winter storms have resulted in the severe erosion of the shoreline. The erosion is threatening numerous public facilities; of particular concern is the Barrow solid waste landfill. With Fiscal Year 2000 funding provided by Congress, we initiated reconnaissance phase studies to determine Federal interest participating in storm damage reduction measures. We completed the reconnaissance study in October 2001 and are currently negotiating the feasibility cost sharing agreement. We are requesting Fiscal Year 2003 funding in the amount of \$200,000 for feasibility phase investigations.

### **Kihei Area Erosion, Maui, Hawaii**

The Kihei area is located on the southwestern coast of the island of Maui, Hawaii. Erosion in the Kihei shoreline area poses a threat to homes, the main coastal road, and park facilities during periods of high wave activity. With Fiscal Year 2001 funds provided by Congress, we initiated reconnaissance phase studies to evaluate the extent and causes of shoreline erosion in the Kihei area. We are scheduled to complete the reconnaissance study and negotiate the feasibility cost sharing agreement in Fiscal Year 2002. We have requested \$50,000 for Fiscal Year 2003 to initiate feasibility phase investigations.

### **Waikiki Area Erosion, Oahu, Hawaii**

Waikiki Beach is located on the southern coast of the island of Oahu, Hawaii, approximately three miles from metropolitan Honolulu and is a major attraction for both tourists and local residents. With Fiscal Year 2001 funds provided by Congress, we initiated a re-evaluation study of this previously authorized project which includes beach restoration and stabilization features. In Fiscal Year 2002, we are scheduled to complete the re-evaluation study and execute a design agreement to prepare a General Reevaluation Report and to begin preconstruction engineering and design activities. Fiscal Year 2003 funds in the amount of \$48,000 are requested for preconstruction engineering and design.

## **CONSTRUCTION, GENERAL**

The Pacific Ocean Division's Construction, General Fiscal Year 2003 budget request of \$25,484,000 will provide funding for seven projects. Highlights of our Construction, General program and budget request include the following.

### **Navigation**

#### **Chignik Harbor, Alaska**

Chignik Harbor is located on the south side of the Alaska Peninsula about 450 miles southwest of Anchorage. The proposed harbor will provide protected moorage for the commercial fishing fleet. The Project Cooperation Agreement was executed in August 2000 and the construction contract was awarded in August 2001. Construction is scheduled to start this spring. Fiscal Year 2003 construction funds totaling \$3,120,000 are requested.

#### **Nome Harbor Improvements, Alaska**

Nome Harbor is located approximately 540 miles northwest of Anchorage. The harbor is a major trans-shipment point for northwestern Alaska communities. The Chief of Engineers Report was completed in August 1999. A preconstruction engineering and design agreement was executed in November 1999. Work on the construction plans and specifications and negotiation of the Project Cooperation Agreement was accomplished in Fiscal Year 2001. The Project Cooperation Agreement was submitted to our higher headquarters in November 2001 and is under review. The project was authorized for construction in the Water Resources Development Act of 1999. Construction funds in the amount of \$4,500,000 are requested for Fiscal Year 2003.

#### **Saint Paul Harbor, Alaska**

Saint Paul Island is located in the Bering Sea and is the northernmost of the Pribilof Islands, which is approximately 750 miles southwest of Anchorage. The Project Cooperation Agreement was executed in November 1998. The contract for phase I construction of the submerged breakwaters was awarded in March 1999 and construction was completed in August 2001. In spring 2001, scour along the seaward base of the existing main breakwater was discovered and in June 2001 we modified the phase I contract to provide scour protection. In January 2002, because of contractor performance, safety concerns, and cost growth, work on the scour protection was terminated and is scheduled for completion as part of the phase II construction contract. In Fiscal Year 2002, we are scheduled to complete a decision document for a small boat harbor facility within Saint Paul Harbor, as authorized in the Water Resources Development Act of 1999. We are also currently continuing preparation of plans and specifications for the phase II construction contract as well as re-evaluating the project's costs in coordination with the local sponsors. The phase II contract will include dredging of the navigation channel and turning basin, completion of scour protection at the existing main breakwater, environmental restoration measures on the channel to the

Salt Lagoon, and the construction of the small boat harbor facility. Fiscal Year 2003 funds of \$5,880,000 are requested to award the phase II construction contract.

### **Seward Harbor, Alaska**

Seward Harbor is located on the Kenai Peninsula about 120 miles south of Anchorage. The current harbor is filled to capacity with a waiting list of over 700 boats. The Chief of Engineers Report was completed in January 1999. A preconstruction engineering and design agreement was executed in April 1999 and preparation of construction plans and specifications are continuing in Fiscal Year 2002 with funds provided by Congress. The project was authorized for construction in the Water Resources Development Act of 1999. The Administration's review of this project has not been completed and we are awaiting construction new start approval. No funds have been requested for Fiscal Year 2003.

### **Wrangell Harbor, Alaska**

Wrangell Harbor is located on the north end of Wrangell Island in southeastern Alaska, approximately 700 miles southeast of Anchorage. The demand for permanent and transient moorage greatly exceeds the available spaces at the existing harbor. Over 300 vessels are wait-listed for permanent moorage in the harbor. Feasibility phase studies evaluating alternative harbor sites to provide additional moorage and relieve congestion at the existing harbor were completed in Fiscal Year 1999. The Chief of Engineer's Report was completed and a preconstruction engineering and design agreement executed in December 1999. Preconstruction engineering and design activities are continuing in Fiscal Year 2002 with funds provided by Congress. The project was authorized for construction in the Water Resources Development Act of 1999. The Administration's review of this project has not been completed. Fiscal Year 2003 funds in the amount \$5,000,000 are requested, pending completion of the Administration's review.

### **Kaumalapau Harbor, Lanai, Hawaii**

Kaumalapau Harbor is the island of Lanai's only commercial harbor. With Fiscal Year 1998 funding provided by Congress and as directed, we initiated preconstruction, engineering and design activities to improve the breakwater and navigation conditions at the harbor. In Fiscal Year 2000, real estate negotiations between the private landowner and the State of Hawaii were completed and the required lands were turned over to the State of Hawaii in July 2000. Preconstruction engineering and design activities are continuing in Fiscal Year 2002 and award of the construction contract is scheduled for Fiscal Year 2003 utilizing funding provided by Congress in Fiscal Years 2001 and 2002. No funds have been requested for Fiscal Year 2003.



### **Kikiaola Harbor, Kauai, Hawaii**

Located on the island of Kauai, Kikiaola Harbor was originally constructed by the State of Hawaii in 1959. Preparation of construction plans and specifications was initiated in October 1998 and the General Reevaluation Report to modify the harbor to reduce shoaling and provide additional wave protection for approximately 45 vessels was approved in December 1998. Fiscal Year 2001 activities included continued negotiation of the Project Cooperation Agreement and the processing of local sponsor permits and environmental clearances. We are finalizing construction plans and specifications and are scheduled to award the construction contract in early Fiscal Year 2003, pending acquisition of local sponsor permits. Fiscal Year 2003 funds in the amount of \$4,303,000 are requested for construction.

### **Maalaea Small Boat Harbor, Maui, Hawaii**

The Maalaea Small Boat Harbor project is located on the island of Maui. The project will modify the existing harbor breakwater to eliminate adverse navigation conditions and increase the berthing capacity for commercial craft. Fiscal Year 2001 and 2002 efforts continue to focus on coordinating and addressing the numerous public and agency comments regarding the project's environmental impact to coral and surfing resources. As reported last year, we continue to participate on an interagency environmental mitigation team and have completed additional hydraulic model studies that evaluated the impacts of the proposed project and alternatives on surfing sites and navigability. Also in Fiscal Year 2002, we are continuing with preparation of plans and specifications and updating the project's economics. Fiscal Year 2003 funding of \$2,262,000 is requested to complete plans and specifications and to award the construction contract.

### **Flood Control**

#### **Iao Stream Flood Control, Maui**

The Iao Stream Flood Control Project, located on the island of Maui, was completed in 1981. High velocity storm flows have caused extensive damage to the project's existing levee system. In Fiscal Year 2001, design work based on the September 1999 recommendations of the Corps of Engineers Committee on Channel Stabilization continued along with hydraulic model studies. In Fiscal Year 2002, we are scheduled to complete the project engineering report and decision document. Fiscal Year 2003 funds in the amount of \$419,000 are requested for the preparation of the construction plans and specifications.

## **Erosion Control**

### **Dillingham Bank Stabilization, Alaska**

Dillingham is located approximately 330 miles southwest of Anchorage. The Dillingham Bank Stabilization project provides 1,600 feet of sheet pile bulkhead to protect water and sewer lines, communication systems, homes, and businesses along an eroding bluff in the City of Dillingham. The Project Cooperation Agreement was executed in January 1998 and a construction contract was awarded in September 1998. Construction was initiated in Fiscal Year 1999 and was completed in Fiscal Year 2001. As directed by Congress in the Fiscal Year 2001 Energy and Water Development Act, we initiated work to extend the project and replace the existing wooden bulkhead at the city dock. In Fiscal Year 2002, we are preparing plans and specifications, a project decision document, and modifications to the existing Project Cooperation Agreement. No Fiscal Year 2003 funds are requested.

### **Galena Bank Stabilization, Alaska**

Galena is located on the north bank of the Yukon River, 270 air miles west of Fairbanks, Alaska. In accordance with Congressional direction and funds provided in the Fiscal Year 2001 Energy and Water Development Act, we initiated engineering activities to provide additional emergency bank stabilization measures at Galena. The work will be accomplished under the same terms and conditions as the previous emergency bank stabilization project that was completed in 1987. Stream bank survey work was completed in the summer of Fiscal Year 2001. In Fiscal Year 2002, we are preparing plans and specifications, a project decision document, and modifications to the existing Project Cooperation Agreement. Construction is scheduled for award in Fiscal Year 2003, pending the availability of existing funds. No Fiscal Year 2003 funds are requested.

### **Bethel Bank Stabilization, Alaska**

Bethel is located at the mouth of the Kuskokwim River, 40 miles inland from the Bering Sea and approximately 400 air miles northwest of Anchorage, Alaska. In accordance with Congressional direction provided in the Fiscal Year 2001 Energy and Water Development Act, we initiated engineering activities, from within available funds, to extend the existing Bethel Bank Stabilization project an additional 1,200 feet. Congress also directed the removal of sediments from Brown Slough that hamper navigation. However, it has been determined that the Corps does not have authority for the removal of sediments from Brown Slough. The project decision document was completed in December 2001 and we are currently preparing plans and specifications. Construction is scheduled for award in Fiscal Year 2003, pending the availability of existing funds. No funds are requested for Fiscal Year 2003.

## **Infrastructure**

### **Alaska Environmental Infrastructure, Alaska**

As authorized and directed by Congress in the Fiscal Year 1998 Energy and Water Development Appropriations Act, we developed a plan in coordination with the Northwest Arctic Borough to identify projects for implementation under the Alaska Environmental Infrastructure program. A study cost sharing agreement with the Village of Buckland and the Northwest Arctic Borough was executed in September 1998 and a feasibility study focusing on the development of facility and community plans for domestic water, sewer, and solid waste services was completed in July 1999. A design cost sharing agreement was executed in September 1999 for the preparation of plans and specification for the Buckland water and sewer infrastructure. Work on the plans and specifications is continuing in Fiscal Year 2002 along with extensive coordination with other local, State, and Federal agencies for implementation of the project. No Fiscal Year 2003 funds have been requested.

### **Hawaii Water Systems Technical Study, Hawaii**

In Fiscal Year 2002, Construction, General funding was provided by Congress, to conduct, at full Federal cost, "technical studies of individual ditch systems identified by the State of Hawaii, and to assist the State in diversification by helping to define the cost of repairing and maintaining selected ditch systems." These studies are being conducted in conjunction with the Hawaii Water Management studies under General Investigations to assist the state with rehabilitation of the former sugarcane water and irrigation systems in an effort to support diversified agriculture. No funding is requested for Fiscal Year 2003.

## **Water Supply**

### **Kake Dam, Alaska**

The city of Kake is located in southeast Alaska on the northwest shore of Kupreanof Island, approximately 95 air miles southwest of Juneau, Alaska. The Fiscal Year 2001 Energy and Water Development Act directed the Corps of Engineers to replace and upgrade Kake Dam, which collapsed in July 2000, to provide drinking water and hydroelectricity. Activities initiated in Fiscal Year 2001 are continuing in Fiscal Year 2002 for the replacement of Kake Dam to include the preparation of engineering, economic, design, and environmental documents. Award of the construction contract is currently scheduled for Fiscal Year 2003, pending availability of funds. No Fiscal Year 2003 funds are requested.

## **OPERATION AND MAINTENANCE**

The Pacific Ocean Division's Operation and Maintenance budget request of \$10,515,000 will provide funding for operations, inspections of completed works, project condition surveys, and navigation maintenance and dredging. Highlights of Operation and Maintenance program and budget request include the following.

### **Inspection of Completed Works**

The Pacific Ocean Division is responsible for conducting periodic inspections of 22 completed flood control and 26 shore protection projects. Fiscal Year 2003 funds in the amount of \$315,000 are requested to conduct these periodic inspections to ensure that the projects are functioning as designed.

### **Navigation Project Condition Surveys**

The Pacific Ocean Division is responsible for the maintenance of 76 harbors throughout the Pacific and Alaska. Fiscal Year 2003 funds in the amount of \$1,087,000 are requested to conduct periodic project condition surveys of those harbors that are not specifically included in this budget request. The project condition surveys program includes hydrographic surveys to verify that project channel and basin depths are maintained and to identify projects requiring maintenance, inspection of breakwater and protective structures, and dredging disposal studies.

### **Alaska Navigation Maintenance and Dredging**

In the State of Alaska, we conduct annual maintenance dredging for Anchorage, Dillingham, Homer, Ninilchik, and Nome harbors. With additional funds provided by Congress in Fiscal Year 2002, we have initiated a sediment modeling study to investigate the increase in maintenance dredging quantities at Anchorage Harbor. We are also preparing plans and specifications for the periodic maintenance dredging of Naknek River, and determining our authority and the scope of work for maintenance dredging of Kodiak and Pelican Harbors. For Cook Inlet Navigation Channel maintenance dredging, our latest surveys show that minimal shoaling has occurred within the Federal project limits, however, shoaling has occurred across shipping lanes in areas outside of our project limits. We will be re-surveying the project this summer. Our Fiscal Year 2003 includes a total of \$5,080,000 for the annual dredging of for Anchorage, Dillingham, Homer, Ninilchik, and Nome harbors. In addition, we are requesting \$500,000 for periodic maintenance to the floating breakwater at Bar Point Harbor, AK; \$215,000 for maintenance dredging of Naknek River, AK; and \$75,000 for surveys at Saint Paul Harbor.

### **Chena River Lakes Flood Control Project, AK**

The Pacific Ocean Division is responsible for the operation and maintenance of the Chena River Lakes Flood Control Project that protects the City of Fairbanks, Alaska. Fiscal Year 2003 funds in the amount of \$2,889,000 are requested for the operation and maintenance of this project that includes 7.1-mile long diversion dam, a floodway, a paved access road, and water control structures.

### **Lowell Creek Tunnel, Alaska**

The Lowell Creek Tunnel is located in the city of Seward on the Kenai Peninsula about 120 miles south of Anchorage. The project, completed in 1945, protects Seward from flooding by diverting Lowell Creek flows through a concrete-lined tunnel 10 feet in diameter and 2,070 feet long. The Water Resources Development Act of 2000 authorized, on an emergency one-time basis, repairs of the Lowell Creek Tunnel at Federal expense and a total cost of \$3,000,000. With Fiscal Year 2000 funds provided by Congress, we initiated preparation of a maintenance assessment and requirements report for Lowell Creek Tunnel. Fiscal Year 2001 activities include completion of recommended repair designs and a preparation of a decision document. The decision document was completed in October 2001 and the amended Project Cooperation Agreement was approved for execution in February 2002. We are scheduled to award the repair contract in April 2002 from within available funds. No funds are requested for Fiscal Year 2003.

### **Barbers Point Harbor, Hawaii Regional Visitor Center**

The Honolulu District's Regional Visitor Center, constructed as a part of the Barbers Point Harbor Project in 1983, is located at Fort DeRussy in Waikiki, Hawaii. The Regional Visitor Center theme, "People, Islands, and Water" portrays the Corps of Engineers Civil Works mission and role in the Pacific. Fiscal Year 2003 funds in the amount of \$354,000 are requested for operations, maintenance, and upgrades to the facility and exhibits.

### **Kahului Harbor Revetment Repair, Maui, Hawaii**

Kahului Harbor is located on the island of Maui and is the island's sole commercial harbor. Approximately 1,200 feet of protective revetment adjacent to the east breakwater has experienced storm damage. The repair construction contract was awarded in September 2001. No funds are requested for Fiscal Year 2003.

## **EMERGENCY RESPONSE**

During the past year, there was one major disaster in the Pacific Ocean Division's Civil Works area of operation. In October 2001, an earthquake measuring 6.8 on the Richter scale occurred south of the island of Guam causing over \$35 million in damages. The Pacific Ocean Division provided technical engineering support to the Federal Emergency Management Agency in conducting preliminary damage assessments. In December 2001, as apart of the Federal Emergency Management Agency's pre-deployed Emergency Response Team, we also deployed personnel to Guam in advance of Typhoon Faxia. Fortunately, the storm did not directly impact the Mariana Islands.

## **SUMMARY**

With the support of this committee, our Fiscal Year 2003 program request of \$38,718,000 will allow the Pacific Ocean Division to continue to provide quality and environmentally sound water resources projects for the people and islands of the Pacific and the State of Alaska.

Although our Civil Works program and projects are modest in comparison to others across the nation, they have an enormously important impact on the economic and social well being of the island and rural communities that are served by the Pacific Ocean Division.